Ninety-nine Others Injured in the Maine Disaster.

TWO GREAT EXPLOSIONS

An Undetermined Mass Was Seen to Shoot High Into the Air.

A BOARD OF INQUIRY ORDERED.

Secretary Long and Naval Experts Believe the Explosion Was Accidental.

But the Cause of the Disneter Mas Not Yes Been Ascertained-A Theory That Spantapeeus Combustion from a Coal Bunker Communicated to a Magazine, Hased Upon a Brilling Experience of the Cincinnati—Many inggestions of Treachery in Spanish Waters but No Facts Yet Learned to Sustain Them-Spain Sends Mer Condolences and trucis Havana Officials to Give All Possible Aid-The Administration Besires the People to Suspend Judgment Until the Pacts Are Ascertained-Nothing Said About the Catastrophe on the Floor of Congress-The List of the Men Who Were Saved.

HAVANA, Feb. 16., 4 P. M .- Witnesses of the explosion that destroyed the Maine sayl that at the moment of concussion a vast mass was seen to rise to a great height. In the sudden and blinding light no one seems to have been able to discern the nature of this mass or whether it rose from beside the battleship or in-

Up to this time there are reported 251 killed and ninety-nine wounded. Immediately after the report small boats hurrying to the spot from all sides picked up twenty-eight wounded men struggling in the water. Of these, six were on the point of succumbing when pulled in. They were taken on board the City of Washington and cared for. Gustave G. Dressler of the grew was completely and permanently blinded. Andrew V. Erickson, - Andersen, and -Thompson are wounded badly. Not one of the wounded in the military hospital has died up to this hour, but the condition of several is precarious. The Mascotte will take to-day to Key West some of the injured who are in condi tion to be moved. American vessels are expected at any moment to arrive for the purpose of rendering any assistance possible.

From the nature of the disaster and the testi mony of the survivors it appears that the line of greatest force of the explosion was a little forward of amidships. It is there that the worst damage was done. The chief officers were either well aft or ashore. Thus they escaped unburt. were forced to bear the brunt of the disseter, and the frightful mortality was almost wholly confined to them. One of the junior officers should have been on duty on the forward deck, and it may have been thus that Lieut, Jenkins, who is missing, lost his life. It is also probable that Engineer Merritt, another missing man, was below on duty and went down with the ship. Lieutenant-Commander Richard Wainwright, who was at first reported lost, is

Five of the crew immediately after the explosion ran to the main ammunition storage soom with the idea that they might save that from explosion. None of them has since been heard of. It is almost certain that they went to the bottom, ready at their posts for duty.

HAVANA, Feb. 16-1 P. M.-Survivors include Capt, Sigabec, Licut,-Commander Wainwright, Lieut. Holman, Lieut. Hood, Lieut. Blandin. Chief Engineer Howell, Surgeon Honorberger. Paymaster Ryan, Liout, Catlin. Passed Assistant Engineer Bowers. Chaptain Chidwick, Cadets Holden, Bronson, and Boyde, Assistant Engineer Crenshaw, Engineer Washington, Gunner Hill, Boatswain Larbin, Carpenter Heimes, Pay Clerk Nicholas Careth.

Capt. Sigaber is now on board the Ward line City of Washington, and refuses to speak with snybody. When the roar of the explosion announced to the people of Havana that the Maine was blown up the city fremen were at once ordered to the ship but it was found that it was impossible for them to render any assistance there. Twenty six of the wounded were transferred to the steamship City of Washington, where they were properly attended to. Many of the Havana physicians volunteered their services. Thirty-five other wounded sailors received

medical attendance at the Military Hospital. The Spanish theory of the cause of the accident is that a boiler exploded. The Maine sank is a little over an hour.

Many towboats and other vessels were busy all night trying to render all possible assistance. The wounded were taken to the hospital by the firemen. A large number of boats are how searching for the bodies of the missing

Hayana, Feb. 16-3 A. M.-Exactly what caused the disastrous explosion on the United States battleship Maine has not yet been determined. Neither is it known to a certainty how many of the crew were killed or wounded. It is, however, believed that over 250 of the

crew are dead. Doly two of the officers of the ship are believed to be among the victims of the explosion. Capt. Signbee, in his official despatch to the Navy Department in Washington, places Engineer Mer riu and Licut. Jenkins among the missing. The

erplosion, it was said, occurred in the forward part of the ship, and not in the principal magasine, as was at first supposed.

Fire followed directly after the explosion, which was fearful in its violence.

Capt. Sigsbee himself was wounded slightly by the explosion. He received a wound in the head, but it was not serious enough to disable him. He remained perfectly cool throughout all the excitement which followed the explosion and gave directions for looking after the sinking battleship and caring for the wounded The great battleship, it is thought, will be a

total loss. Capt. Signbee himself acknowledged. Minister Woodford in behalf of the Minister of as much. Directly after the explosion she took fire and burned so flereely that it was only by exercising great haste that the survivors were

able to escape from the ship.

Although there was great confusion on the ship after the explosion, still perfect discipline was maintained. All reports agree on this point. Capt. Sigsbee himself was largely responsible for this state of affairs.

It was between 9:45 and 10 o'clock last night that the explosion occurred. Capt. Sigabee was below at the time, but with the report of the explosion he rushed up on deck in his Thus attired he gave his orders. Efforts were

at first made to save the vessel, but when Capt. Sigabee realized the extent of the damage done and that many casualties had occurred he bent all his energies to assuring the safety of his men. The report was heard in the city, and crowds immediately flocked to the harbor front. Flames at that time were bursting from the pattleship. The greatest excitement prevailed among those on shore.

The commander of the Spanish ship Alfons XII. immediately had boats lowered and sent to the assistance of the Maine. These boats picked up several sailors of the Maine who were swimming. They also rescued several of the wounded.

Consul-General Lee early this morning was i onference with Gen. Blanco at the palace.

THE SURVIVORS GO TO KEY WEST They Were Taken There Vesterday Afternoon

HAVANA, Feb. 16-7 P. M.-The steamer Oli vette left port at 3 P. M. for Key West with all the survivors of the Maine disaster who could be removed. Eight officers, twenty-six seriously injured men, and two marines were

Capt. Sigsbee did not leave his sinking ship till every man had been taken off, and he re mained in a boat in the neighborhood as long as there was any hope of saving any of the men who were in the water. He says he has not the slightest idea what caused the accident. He was thrown from his bed by the explosion and his head was slightly bruised, but otherwise he received no injury. The first thing he did was to go on deck and order the flooding of the large quantity of gun cotton on board. The order was promptly carried out, and it is certain that no damage was done by this

Lieutenant-Commander Wainwright was a in his room when the explosion occurred. He speaks in the highest terms of the coolness with which Sigsbee and the other officers faced the terrible situation. No sooner had two or three of the officers appeared on deck than an order was given to lower the boats. Four of them were immediately low ered and three were filled with men, but the fourth boat was swamped before it could be utilized. When the explosion occurred Lieut. Blandin had charge of the deck.

It is said that the men who carried out the order to flood the gun cotton failed to return, and the brave men undoubtedly lost their lives

in the performance of their bazardous duty. Several of the officers were down below to gether when the explosion occurred, and they thought at once that the ship was doomed. By the time they reached the deck they saw at once that the Maine was sinking.

A large part of the crew were in their quarters, and they were not able to get out, but went down with the ship, which sank bow first about 2,000 feet from Fort Atares.

Capt. Sigsbee, in all his comments to-day, has been very careful not to accuse any one of caus sion. All he will say is that a care ful investigation will be made, and it will prol ably determine whether interior or exterior causes produced the disaster.

The lighthouse tender Mangrove and the revmue cutter Fern entered Havana barbor at 3 o'clock this afternoon.

SIGSBEE REMAINS IN HAVANA. The Havana Municipality Desires to Pay All

Funeral Expenses. HAVANA, Feb. 16 .- Dr. Dudley has just left for the wounded of the Maine. The first officer, the chaplain, the first engineer, the paymester, the surgeon of the Maine, and two naval cadets remain in Havana with Capt. Sigsbee.

The cause of the disaster is, up to this time, a dark mystery, because all who could have thrown some light on the affair have perished. If the explosion had happened an hour later not a single person would have remained alive.

The exact number of killed is 251. There were on the warship 354 persons.

Peggie, a pet dog of Capt. Sigabee, was saved. Lieut. J. J. Blandin, who is a survivor of the Samoa catastrophe, also escaped Licut. J. Hood, who was on board the Kear sarge when she was lost, was saved.

All the officers and sailors who are now alive greatly extol the conduct of the Commander and sailors of the Spanish warship Alfonso XII., who from the very first gave all the help they could to the crew of the Maine and placed a special guard all night around the sunken battleship to rescue the bodies of the American sailors.

The Alfonso XII. and the Spanish gunboat Legaspi have placed their flags at half mast. The Autonomist Cabinet held a special council to-day, presided over by Gen. Blanco, in which it was resolved that the President of the Cabinet, Senor Galvez, and the Secretary-General Dr. Congosto should call on Consul-General Lee to express their condolences, and should also cable to President McKinley their deep regret

at the catastrophe. The municipality of Havana also resolved to participate in the funeral and to call on Consul-General Lee and inform him that the city desired to pay the expenses of the funeral and the entire cost of treating the wounded.

The military newspaper Diario del Ejercito is published to-day in mourning. All public spectacles have been suspended.

Gen. Blanco will assist at the funeral cere monies. All the wharves are crowded with people eager to hear the latest news. Many private boats are skimming over the waters of the bay loaded with residents of the city, all eager to

see and learn all they can. Un to this time only eighteen bodies have been recovered, and they have been taken to

Some of the bodies are badly mutilated, an others are badly burned. The bodies that are supposed to be on board the vessel will hardly be recovered on account of the utter destruction of the battleship.

A special Judge has been appointed by the local Government to investigate the cause of the disaster.

SPAIN'S CONDOLENCES.

The Government Expresses to Gen. Woodfor Its Regret for the Catastrophe. Special Cable Despatch to THE BUS.

MADRID, Feb. 16.—The following semi-officia ote was issued this evening: The news of the disaster to the American warship Maine has produced a painful impres

sion in Madrid. It was at first feared that the catastrophe might be attributable to some rast act. Afterward, as the details were received. these fears were dissipated and transformed into feelings of sympathy and sorrow for the

"The Government has expressed to United States Minister Woodford its regret for the catastrophe, especially in view of the fact tha t courred in waters within Spain's jurisdic

"An Admiral, in full uniform, has called upon

Marine and the Cabinet." The Government has telegraphed to the authorities in Cuba to do everything possible to relieve the distress of the wounded and to give the Maine's officers and men everything they

require. Prime Minister Sagasta went to the palace and informed the Queen Regent of the catastrophe as soon as the news was received. Minister Woodford first learned of it from the Admiral who visited him to express the sympathy of the

EXPRESSIONS OF SYMPATHY.

Official Calle at Our Embassy in London Widespread Feeling of Regret.

Special Cable Desputch to THE SUL. LONDON, Feb. 16.-The naval attaches of the German and other embassics and legations called at the American Embassy this afternoon gret to Secretary White, who is in charge of the

opic at Lord Salisbury's weekly reception, which was held at the Foreign Office to-day, The news of the blowing up of the warship was wired to Ambassador Hay, who is making a trip up the Nile, from which region a message vas received from him a short time ago saying that he and his party were well.

The disaster to the Maine was the absorbing

There are widespread feelings of regret and expressions of condolence in London at the destruction of the United States warship Maine The British Admiralty cabled a message of sympathy direct to Washington, and the Russian and Italian naval attaches here called at the American Embassy to-day to express regret at the occurrence.

At the mass meeting of Irishmen held here to-day to honor the memory and deeds of the men of '98, which was attended by John Dillon. T. P. O'Connor and many other leading Irish Nationalists, this resolution was adopted: "A large representative meeting of Irish Na-

tionalists assembled in St. James's Hall, Lonion, has heard with the deepest grief of the disaster that has befallen the United States war ship Maine, and begs the President to convey to the American nation its deep and sincere sympathy. The sorrow of the Americans will appeal always to Irish hearts."

WHAT CAUSED THE EXPLOSIONS Comments of Miram Maxim and Others on the Origin of the Dianater.

Special Cable Despatches to Tun Sus. LONDON, Feb. 16.-In an interview to-day as o the probable cause of the disaster which befell he Maine, Mr. Hiram Maxim, the well-known inventor and authority on explosives, said that f a torpedo exploded close under the vessel it would have been liable to ignite the inflamnable material inside the ship or discharge the explosives in the magazine. Some high explosives used on warships, he added, may be exploded by the detonation of similar subtances

at a considerable distance. Sometimes nitro-glycerine exudes from smoke less powders and forms pools inside the carcases and magazines. Such a thing night have happened on the Maine. Mr. Maxim declared that he did not believe that the disaster could be ascribed to cleaning tors. At any rate, the character of the n the hull of the ship would show whether the lop had occurred inside or outside.

Sir William Henry White, Director of Naval Construction and Assistant Controller of the Royal Navy, was also interviewed on the sub-ject. He said that so far as a judgment could be based on the reports received, he was de-cidedly of the opinion that the explosion had

courred inside the Maine.

The idea of treachery in the blowing up the Maine has already been mooted in the London afternoon papers. The St. James's Gazette, after suggesting the obvious possibility of accidents to the vessel's boiler or magazine, demonstrates that this theory is not supported by the details as they are now known, and says: "Another possibility really occurs, that the disaster was produced by an agency outside of the Maine-a torpedo accidentally or otherwise exploded. This again naturally suggests an outrage perpetrated by

The Globe says: "It is impossible to refrain from the suspicion that the explosion may have been caused by foul means, such as an infernal machine placed in the vessel's coal. That the terrible event should have occurred in the harbor of Havana renders a solution of the mys

tery of international importance. Madrid, Feb. 16.-The Imparcial's Havana correspondent says: "A painful sensation has been caused here by the discovery that several American newspaper correspondents are telegraphing that the explosion on the Maine was caused by a torpedo or dynamite infernal machine; that was maliciously placed against her

"It is feared that this infamous allegation may be amplified in the despatches sent by steamers to Key West and thence telegraphed to the newspapers of the United States. These stories are entirely false. It should be remembered that the Maine's crew were a composite lot, consisting of Englishmen, Germans, negroes, and Chinese, besides Americans.'

QLOOM IN WASHINGTON.

he Awful Disaster to the Maine Puts the Nation in Mourning-Public Business in Con green and to the Departments at a Stand Long Allow the Impression to Go Abroad That They Believe the Bisaster Due to Ac cident, and Deairs the People to Suspend Judgment Until the Facts Are Ascertained.

WASHINGTON, Feb. 16 .- Washington is in a tate of painful excitement to-night. The city as been all day a hotbed of startling reports and sensational rumors. Public business in Congress and in the Executive Departments was almost at a standstill because of the awful disaster in the harbor of Havana which caused the total loss of the battleship Maine and the death of two of her officers and 253 of her crew officially the nation is in mourning, and social events scheduled to take place at the White House have been indefinitely postponed. No such appailing event of the sea has occurred since her Majesty's battleship Victoria wassunk few years ago by her sister ship, the Camperlown, in the Mediterranean. The commanding officer went down with his ship, and 22 officers

The great disaster in the Samoan harbor of Apla in 1889, when three vessels of the United states Navy and three of the German Navy were wrecked and fifty-four American officers and men were lost, was also recalled to-day when the news came that the Maine had been lestroyed. But both of these disasters were du to natural causes, while that to the Maine is shrouded in mystery. The Victoria was peace fully performing evolutions when she received the blow that wrought a great hole in her bottom and sunk her, and at Samoa the elements of wind and water croated the havoc. Nobody n Washington yet knows what happened a Havana last night. In the Mediterranean and at Apia, moreover, there was no possible cause of the accident beyond what was plainly diserpible at the time. In the case of the destroyed Maine, however, the suspicion of foul play is uppermost in the mind of every Amerian, and seemingly not without reason.

Technically the Maine was in the harbor of Havana on a mission of peace to a friendly Gov rnment. As a matter of fact, she was there for the purpose of protecting the lives and property of American citizens threatened by the re-

Caru-Fed Pig Perk, Young, Touder

peated riotous demonstrations of Spaniards, inflamed against the people of the United States because of their sympathy with the people of Cuba, who are struggling to be free. The vessel was blown up in the dead of night by some unseen force in some inexplicable manner. That is all that is known now and probably all that will be known until the board of inquiry appointed to-day makes its investigation and submits a report. In the meantime theories are thick as autumn leaves.

Fow of the higher officials of the Administration and of the leaders in the Senate and House are willing to admit that they see the evidence of Spanish treachery in this tragedy that has followed the long chain of dramatic incidents connected with the controversy between Spain and the United States over the Cuban question. In their hearts there is grave fear and dark sus pleion. But the consequences of fastening the guilt upon Spain would be so serious and the retaliation so prompt and severe that they hesitate to make public the existence of their misgivings President McKiuley, therefore, has allowed the impression to go abroad that he be lieves the calamity for which the nation mourns to be due to an inscrutable act of Providence, and his words are re-school by his Secretary of the Navy and other Cabinet advisers. They would be only too glad if they felt their utterances to be sincere. They desire. above all things, to have the American public suspend judgment until the facts can be ascortained. If it shall be shown that the hand of Providence and not the hand of man caused the amentable event that has sent a thrill of hor ror throughout the world, no one will be more grateful than the President of the United States. If it shall be learned that the deed was caused by a treacherous enemy of Cuba and of her friend, the United States, then the vengeance of the Government will be swift and sure. The President has taken the public into his confilence by directing that all information shall be given fully to the newspapers as soon as re

Congress has been held in check to-day by the forced conservatism and tranquillity of the President and the Administration officials. In the Senate and House the desire to take action of some sort was almost overpowering, but the good judgment of the cooler heads prevalled, and it was decided to act in accordance with the desires of the President and wait until the

Not since that midsummer day, nearly sevencen years ago, when President Garfield was shot down by an assassin as he was entering the railway station in this city to start upon a holiday jaunt, has a public event caused so much borror and excitement as the early morning despatch from Capt. Sigsbee which the Presi dent and Secretary of the Navy were awakened from a sound sleep to receive. The White House and State, War and Navy building have been crowded with eager, auxious, and excited citizens all day. There were no scenes such as occurred at the Admiralty Office in London after the Victoria disaster, when relatives and triends of officers and men of the ill-fated battleship made distressing exhibitions of their grief, but the space outside the office of Secretary Long was frequently packed solid with people anxious to get the latest details. Nearly every naval officer in Washington, in cluding a number on the retired list, hurried to the department for information about the fate of friends on board the Maine. Not one of them was without some shipmate who was numbered among the list of her officers. A few men who had brothers or sons or other relatives in the crew asked for news at the Bureau Navigation, but made no domonstration of feeling. Mrs. Sigab a the wife of the com-mander, and Mrs. Wainwright, the wife of the executive officer of the Maine, has been informed early in the morning that their They spent the day at their homes receiving congratulations from visitors. Telegrams were sent by the Navy Department to the families of all officers, except those of Lieut. Jenkins and Assistant Engineer Merritt, saying that these two were the only officers missing. Inquiries came by telegraph from the families of Jenkins and Merritt, and the department was obliged to send the distressing news that they were re-

ported lost. All work at the Navy Department except that relating to the Maine disaster was practically suspended during the day. The officials and clerks of the Bureau of Navigation were busy enough preparing lists of officers and crew, answering despatches from those who had rela tives and friends on the battleship, and attend ng to the many other matters which required immediate consideration on account of the disaster. In the other bureaus work was nearly at a standstill. Everybody felt too unnerved to attend to routine business, and the excitement in the corridors spread to the office rooms. Officials and employees of the State and War departments, located in the same building, were not exempt from the general feeling and joined

he crowds who waited for information. The excitement in the corridors of the State. War and Navy building was not due entirely to the terrible nature of the catastrophe. It was pased quite as much on the possibility that the Maine's destruction would result in war between Spain and the United States. Still it was not a talking crowd. There was an atmosphere of awe prevailing, which effectually suppressed any desire to indulge in blatancy. The ful model of the Maine, placed in a glass case just outside the door to the Secretary of the Navy's office, was the central point of gathering. Every detail of the ill-fated battleship as shown in the model was examined with interest. Whenever a naval officer or some other person familiar with the construction of the ship would point out the position of the magazines and the quarters occupied by the staugh tered crew, the crowd would press closer, eager to hear every word. An official walking through the corridor, hurriedly roading a despatch just received, would be surrounded by curious peoplc, who would attempt to see what was in the message. They meant no offence-interest had simply overcome good manners. Occasionally word would come from the Bureau of Navigaion that there was a telegram from Capt. Sign bee, and the rush of newspaper men down the corridor would be followed by a frantle movement in the same direction by the scores of curlous ones, who, if they were asked, could proba bly not explain their presence in the Navy De

partment. Official news from Havana had been coming in irregularly since 2 o'clock this morning when Capt. Sigebee's first despatch was received. Sec retary Long had been up all night. He was at the White House before the President had his breakfast. He spent the remainder of the day there and at the Navy Department. Commander Francis W. Dickins, the acting chief of the Bu reau of Navigation, had not been asleep since the first notification of the catastrophe came Secretary Long and Commander Dickins had lecided early that the best way to allay appre hension in the country was to give out the full text of all official despatches. This proved to be a wise policy, as it effectively disposed of some wild reports that were telegraphed from Wash-

Naturally the first inclination of everybody was to believe that Spanish treachery had caused the destruction of the Maine. Capt. Sigabee had asked, however, in his message reporting the catastrophe that public opinion be suspended until he could make an investigation The President and Secretary Long recognized the isdom of this request and seconded it heartily. Later in the day both expressed the opinion that the explosion which destroyed the Main was the result of an accident. Mr. Long supplemented this with a statement that he would

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await the report of a board of officers to be appointed by Admiral Sicard to investigate the affair, before coming to a definite conclusion.

OFFICIAL NEWS OF THE DISASTER Folograms from Capt. Sigaboo and Consul-Gen-

eral Loc-951 Men Missing WASHINGTON, Feb. 16.-Summarised briefly, the official news connected with the disaster i s follows:

Two officers, Lieut, Friend W. Jenkins and Assistant Engineer Darwin R. Merritt, and 251 nen are missing and supposed to be dead; 59 snlisted men were wounded, and 24 officers and 18 culisted men were uninjured. This after soon all the survivors, except 9 officers, a private of marines, 1 gunner's mate, and 25 seriously wounded enlisted men were sent to Key West by the steamer Olivette. The wounded will be cared for in the Key West Marine Hospital. No details of the explosion were given in any of

Capt. Signboe's despatches. He asked for lighthouse tenders to render assistance in looking after wreckage, and the naval transport Fern, the lighthouse tender Mangrove and the coast survey steamer Bache were ordered from Kay West to Havana. Surgeons went by these ves sels. Secretary Long sent to Capt. Sigsbee s message of sympathy in behalf of President McKinley and directed that no expense be pared in caring for survivors and the bodies of the dead. By direction of the President the fficial receptions to be held at the White House to-night and to-morrow were postponed.

Just before he went home from the Navy Department this afternoon Secretary Long tele-graphed Rear Admiral Sicard, commanding the North Atlantic squadron at the Dry Tortugas to appoint a board of officers to investigate the cause of the catastrophe. Until the report of the board has been received no action in the matter will be taken by the Government. On that report may depend the continuance of riendly relations between Spain and the United States.

At 2 o'clock this morning Capt, Sigsbee's first telegram was delivered to Secretary Long. It said:

"Maine blown up in Havana harbor, 9:49, and destroyed. Many wounded, and doubtless more killed and drowned. Wounded and others on board Spanish man-of-war and Ward line steamer. Sent lighthouse tenders from Key West for crew and few pieces of equipment still above water. No one had other clothes than those upon him. Public opinion should be sus pended until further report. All officers be-lieved to be saved. Jenkins and Merritt not yet accounted for. Many Spanish officers, in cluding representatives of Gen. Blanco, now with me and express sympathy."

Secretary Long immediately sent for Comnander Dickins, acting chief of the Navigation Bureau, and both remained up for the rest of the night. This telegram was sent by Secretary Long to Capt. Sigsbee:

"Deepest sympathy and anxiety. We await particulars and cause. Advise fully. Spare no effort to relieve sufferers and learn facta. Orders were also sent before day break to Con mander Forsyth, commandant of the Key West aval station, and the three vessels named were despatched there hurriedly. The naval trans port Fern, under Commander William S. Coles left Key West by 5 o'clock. By 10 o'clock this norning despatches about the disaster came to the Navy Department at a rapid rate. Some were from Capt. Sigable and others from news paper correspondents in Havana and from sul-General Lee. Gen: Lee sent this despatch to

the State Department:

"All quiet. Great norrow expressed by authorities. Signification has telegraphed details to Navy Department. Not yet prepared to repor

Nothing about the cause of the explosion was given in any of these, and it became evident that nothing could be ascertained by Capt. Sigs bee without a thorough investigation. In order to lose no time in translating cipher messages Secretary Long directed Capt. Sigsbee to send everything in plain English. Admiral Sicard was informed of the terrible affair in telegram from Capt. Sigsbee to Comman der Forsyth, which was sent to the Dry Tortugas from Key West on the torpedo boat Ericsson. A number of these telegrams were delivered to Secretary Long at the White House, where he spent most of the morning in consultation with the President, Secretary Goge, and Attorney-General Griggs. They discussed the possibility of Spanish treachery in the loss of the armorciad, but decided to follow Capt. Sigsbee's advice to suspend judgment un til the facts can be ascertained.

It was after 12 o'clock before any accurate in formation about the loss of life came from Capt Sigsbee. The despatch was delivered to Secre tary Long at the White House, and immediately

made public. This is the despatch: "Advise sending wrecking vessel at once Maine submerged except debris. Mostly work for divers now. Jenkins and Merritt still missing. Little hope for their safety. Those known be saved are: Officers, 24; uninjured, crew 18; wounded, now on Ward line steamer, in city hospitals and hotels, 59, so far as known All others went down on board or near the Maine. Total loss or missing, 253. With sev eral exceptions, no officer or man has more than part of a suit of clothing, and that is wet with water. Ward steame leaves for Mexico at 2 this afternoon. The offi cers saved are uninjured. Damage was in com partments of crew. Am preparing to telegraph lat of saved and wounded, Olivette leaves fo Key West at 1 P. M. Will send by her to Key West officers saved except myself and Wain wright, Holman, Henneberger, Ray, and Holden Will turn over three uninjured boats to Captain of Port, with request for safe keeping. Wil

send all injured men to hospital at Havana. About this time Secretary Long sent this tele

gram: To Capt. Sigsbee, Havana:
"The President directs me to express for him self and the people of the United States his pro found sympathy with the officers and crew o the Maine, and desires that no expense b spared in providing for the survivors and caring

While Secretary Long was at the White House

there were busy times among the officials and employees of the Bureau of Navigation. Clerks were set to work copying the roster of the Maine's officers and crew for the information of the department and the press. Other clerks were engaged in opening and reading the score of telegrams from anxious relatives and friends. The rester did not show the home addresses of the enlisted men, and it was necessary to go through the files to obtain this and other is formation about them. This was tedious work and was not completed until midnight. With the papers relating to the services of every man is a slip containing the name of the person whom he wants to be informed in case of death or injury. It was necessary to transcribe these slips on the list of the crew. When the list was completed telegrams were sent to all these persons, telling them of the loss or safety o those in whom they are concerned. Capt. Sigabee did not send a list of the missing. but contented himself with reporting the names of all those who are known to be uninjured or merely wounded. These numbered 101, including 24 officers, out of a total complement of 354. The roster of the Maine showed that she had 31 officers and 247 men, but there had been some changes and the total was re duced to the number given. One of the inquir ers about those saved came from Senator Hanna He had received a telegram from a constituent in Columbus asking about his son, Alonzo Willis, apprentice boy. The name was found or

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the list of survivors and Senator Hanna immeliately informed the worried parent.

After the list of survivors was received little dditional information came and no important action was taken by the Navy Department, Secretary Long and Commander Dickens went to their homes about 5 o'clock to get same sleep, leaving official matters in charge of Lieut. H. H. Whittelsey of the Navigation Bureau, to whom all messages were sent to night. Arrangements were made by telegraph for quartering the uninjured survivors at Key West Barracks, and the Secretary of the Treasury directed that the Marine Hospital there be prepared for the reception of the injured. A telegram was sent to Admiral Sicard directing him to proceed from the Dry Tortugas with a ship to serve out clothing needed by the survivors. commandant at Key West was ordered to purchase whatever was needed if the survivors arrived before the Admiral. At 7:30 o'clock tonight Lieut, Whittelsey received this measage

from Capt. Sigsboe: "Have sent everyone except 9 officers, 1 private, 1 gupner, 1 mate, and 25 seriously

unded to Koy West by Olivette." The following telegram was received by the ecretary of State from Consul-General Lee at

9 a'clock this evening: Profound sorrow expressed by Government and municipal authorities, Consuls of foreign nations, organized bodies of all sorts, and citiens generally. Flags are at balf-mast on Gov ernor-General's palace, on shipping in harbor, and in city. Business suspended and theatres closed. Dead number about Officers' quarters being in rear and seamen's forward, where explosion took place, accounts for the greater perportionate loss of sailors. Funeral to-morrow at 2 P. M. Officers Merritt and Jenkins still missing. Suppose naval court of inquiry will be held to an-certain cause of explosion. Should it be possible, will repress excitement and calmir await

CONGRESS STIRRED UP.

But No Expression of Feeling Made in Open Session-Opinions of Senators

WARHINGTON, Feb. 16. - Self-repression was the dominant characteristic of members of Congress to-day, and the persistency with which even the so-called "jingoes" of all parties in both houses refrained from saying anything that would add to the excitement caused by the news of the destruction of the battleship Maine was at once remarkable and praiseworthy. In the open session of the Senate no reference whatever was made to the event, although it was uppermost in the minds of every member of the body. The disaster and its mysterious features formed the sole topic of conversation in the cloakrooms, on the floor, and in the committee rooms, but not one word of the surprise. indignation, and bitterness in the hearts of all was reported in the official proceedings, either when the doors were open or during the brief executive session. For some unexplained reason the blind chaplain even, always ready to refer to important events of the m not refer to the great catastrophe in his invocation that followed the rapping of Vice-President Hobart's gavel.

At the House end of the Capitol the other blind chaplain was more in touch with the news of the day, and when Speaker Reed called the House together he raised his sightless eyes to heaven and offered up the following prayer:

"O Thou who hast shaped and guided the destiny of our nation through all the vicissitudes of the past and made it great, help us to emulate all that was truly noble and patriotic in our forefathers, remembering that righteousness exalteth a nation, while sin is a reproach to any people. That we may maintain the dignity of our past, make us zealous in every good work and watchful, knowing that vigilance is the price of liberty. Comfort, we pray Thee, in Thine own way, the relatives and friends of those who were killed and wounded in that terrible disaster to

the warship Maine." Before the hour of meeting the Representa tives gathered in groups in the various rooms and corridors and in the area before the Speaker's desk and eagerly discussed the startling espatches from Havana, just as the Senators did at the other end of the great building. Nine of every ten members present in the House toy felt that there was grave cause in the manner in which the proud battleship went down to her destruction, and many of them did not hesitate to say so publicly and emphatically. The cause of the accident was the point of discussion in the House, just as it was in all portions of the Capitol building, in the executive departments, in the hotels and on the streets, in private houses, and in every hole and corner of the capitol city. Everybody was prolific of theories, and they will increase rather than diminish until the report of the board appointed to officially investigate the disaster shall lift the veil of mystery and reveal the true

cause of it all. The House Committee on Naval Affairs was in session during the day preparing the regular Naval Appropriation bill. Its members were in constant communication with the Navy Departent, and received official information as fas as it came. Just before the House adjourned. Chairman Boutelle, at the direction of the com mittee, presented the following resolution to the House, and it was unanimously adopted:

That the House of Representatives had learned has caused the destruction of the United States but tleship Maine, the appalling loss of more than 250 lives and the wounding of many others of the gallant defenders of our flag, and that the House expresses ts sympathy for the injured and its sincere conde ence with the families of those who have lost their lives in the service of the nation.

Before the resolution was put to a vote Mr. Bailey of Texas inquired if the Committee on Naval Affairs was in possession of any informa tion as to the cause of the disaster. In reply,

Chairman Bouteile said: "Unfortunately nothing as yet has been learned upon which a conclusion could justly be based. My personal opinion would not be of value, but I will say that from all that has come to my knowledge regarding the sad affair I am inclined to believe that it was of accidental

origin. Mr. Boutelle's opinion is evidently not shared by a majority of Congressmen, although they are controlled more by their feelings than by any direct information in their possession as to the real cause of the explosion. But what ever the Congressmen may think as to how the disaster occurred, it was evident during the day that they refrained from taking action of some sort on the Cuban question only by the conviction that the public good would best be aubserved by remaining silent until the Administration could learn all the facts. The friends of Cuba in both houses were like hounds in leash, and all felt that, whether the Maine met her fate as the result of accident or design, the time is imminent when the United States Government must intervene in behalf of Cuba Labre.

In the face of the new calamity Congress entirely lost sight of the controversy over the dismissal of the Spanish Minister, Dupuy de Lome, and seemed to lose all interest in the further fact that the Secretary of State was hourly expecting the formal disavowal by the Spanish Government of De Lome's stur on Presdent McKinley. The further fact was apparently forgotten that both houses of Congress on Monday last passed resolu-tions calling for the Cuban correspon-dence on file in the State Department, and that the documents are now being prepared with a view to sending all or a portion of them to the Senate and House. The importance of the publication of this correspondence, which will undoubtedly startle the country with its revelations of the situation of the starving reof the abject failure of Spaalsh autono-

my, sank into insignificance baside the awful possibility that Spain has shown its hatred of the United States by an act of treachery unique in the annals of crime. In the opinion of many of the coolest heads in Congress the publication of this corre spondence on file at the State Department will bring about the immediate passage of an act recognizing belligerency, with a consequent declaration of war; and the sentiment is unantmous that if Spain should be found responsible for the disaster to the battleship a declaration of war could not be delayed a day.

Generally fair; northwesterly gales, diminishing.

Sepator Hale of Maine, Chairman of the Committee on Naval Affairs, and the most pronounced pro Spanish man in the Senate, had this to say:

"There is no occasion for Congress to take the matter up. Surely something should be left to the Executive Department, and this is one of the things which, in my opinion, should be so left. It is of course impossible, from the infermation received, to say how the accident co-curred, but I feel confident that the facts when developed will show that it was an accident The Maine was, of course, prepared for action in case action should be necessary, and had therefore many vulnerable points exposed. A battleship is little less than a volcano under the most favorable circumstances, and when legislating for the increase of the navy I always feel that a war vessel may prove to be almost as dangerous to those on board as to those whom it might engage in hostile conflict. For this rea-son I am sure the affair in Havana harbor will prove a genuine sensation in navai circles

aside from any political aspect of it." The Senator expressed the opinion that Congress would take steps to prevent the decrease of the navy, but did not undertake to say that there would be immediate efforts to replace the Maine. He said that whatever could have caused the catastrophe he was sure that no friend of Spain could have been guilty of such conduct, for the reason that the act would have been a very foolish and foolbardy one.

Senutor Morgan, the ranking Democrat on the Foreign Relations Committee, sees in the destruction of the Maine the necessity for more battleships at once. He said:

"In the absence of definite information as to the causes and results of the Maine catastrophe, I would not venture an opinion upon it. If it was an accident, as the first despatches seem to indicate, it was most deplorable; if was due to treachery, as some are inclined to believe, it was most belinous, and no penalty would be too severe for those responsible for it. But whether the calamity accident or treachery, I should like to see introduced in Congress to-day a joint resolution providing for the immediate construction of two battleships equal in size and equipment to the Maine, and costing not a dollar less than the illfated Maine cost. That regolution I would have passed by both branches of Congress to-day. such a response as that to last night's calamity in the harbor of Havana, whether it was due to accident or treachery, is the one to make in the circumstances. One of these vessels should be constructed on the Atlantic and the other on the Pacific coast, and there should not be the slightest delay in their buildng. Action of that kind by us would indicate to the world that whenever or wherever one of our tentacles was cut off two would at once

grow in its place. 'I do not care to comment upon the matter until I am in possession of the particulars. It is too serious a problem to be dealt with by wild guessing and speculation. It seems almost out of the question that it was the result of an accident. Is it usual for a ship of the Maine class to carry her magazines in her bow, where the explosion seems to have occurred ! But I can say nothing of that now. I cannot guess and cannot speculate. It is an awful calamity. Let us await the particulars.'

Senator Mills of Texas was emphatic in expressing the opinion that the explosion was not ue to accident. "I would not say," he said, that the Spanish were responsible for it, but me one must have been who had free access to the waters of the bay. I don't think it could have been due to an accident, and I think Congress should immediately take the matter up for a thorough investigation. If the vessel had gone into Hayana harbor in time of hostilities between this country and Spain, precautions was no more reason to expect anything of the kind there than there would be in one of our own harbors. Yes, we should probe the matter

Senator Money of Mississippi, who spent several weeks in Cuba on a tour of investigation a short time ago, and who is familiar with the harbor of Havana, made the statement that he knew the harbor to be full of torpedous, and he thinks one of them may have been exploded by

accident or otherwise.

Speaker Reed, Chairman Hitt of the Commitee on Foreign Affairs, and Chairman Dingley. the Republican leader, would express no opinion, as they deemed it best, all things considered, to adopt the suggestion of Capt, Sign-bee and suspend judgment until all the facts

are known. TO DISMANTLE THE MAINE.

The Merritt Wrecking Company Directed to Send Vessels to Havann. WASHINGTON, Feb. 16.-The Merritt Wreckng Company was directed to-day to send vessels to Havana for the purpose of performing the preliminary work of saving property portaining o the Maine. Several telegrams were received by Secretary Long this afternoon and to-night from wrecking companies desiring to contract for raising the sunken battleship. It is believed generally by naval officers in Washington that the proposition to raise the Maine is quite feasible, unless the damage to her hull shall prove to be very extensive. Judging from the description contained in charts at the Navy Department, the battleship is lying only in about six fathoms of water. Probably no vesse of the weight of the Maine was ever raised. It is possible, however, to lighten the ship materially by removing her heavy guns and appur tenances of the deck and hold. If it should be found impossible to raise the ship, she could still be thoroughly dismantled of materials

worth several hundred thousand dollars. CAUSE OF THE DISASTER.

Many Theories Advanced, but Some Naval Ex-

perts Believe It Was no Accident. WASHINGTON, Feb. 16.-Theories as to how the Maine met her fate came with a rush after the first shock had worn away. Everybody who had read the accounts in the newspaper extras had some views to express. Those of naval officers, familiar with the construction of the Maine and the precautions observed on shipboard to prevent accidents, are of course the most valuable. A majority of those officers with whom THE SUN reporter talked said they believed that the explosion came from within and not from without the ship, but a number were of the opinion that the disaster was not the result of an accident. Both President McKinley and Secretary Long are inclined to support the accident theory, and their views were expressed by the Secretary in this state-

ment in answer to THE SUN reporter's question; "Capt. Signbee has not yet submitted a report as to the cause of the disaster, and as he does not express bimself, I should not. The indications are that the Maine's fate was due to accident, which resulted in the explosion of the forward magazine. Capt. O'Neill, the Chief of

Ordnance, supports this idea." None of the officers who believe that the Mains met with foul play will allow themselves to be quoted to that effect. They say it would not be proper for them to express such opinious in the public press. The most conservative said concentrades and the testimony of Consuls they would prefer to wait, before coming to a conclusion, for the reports made